BookletChart™

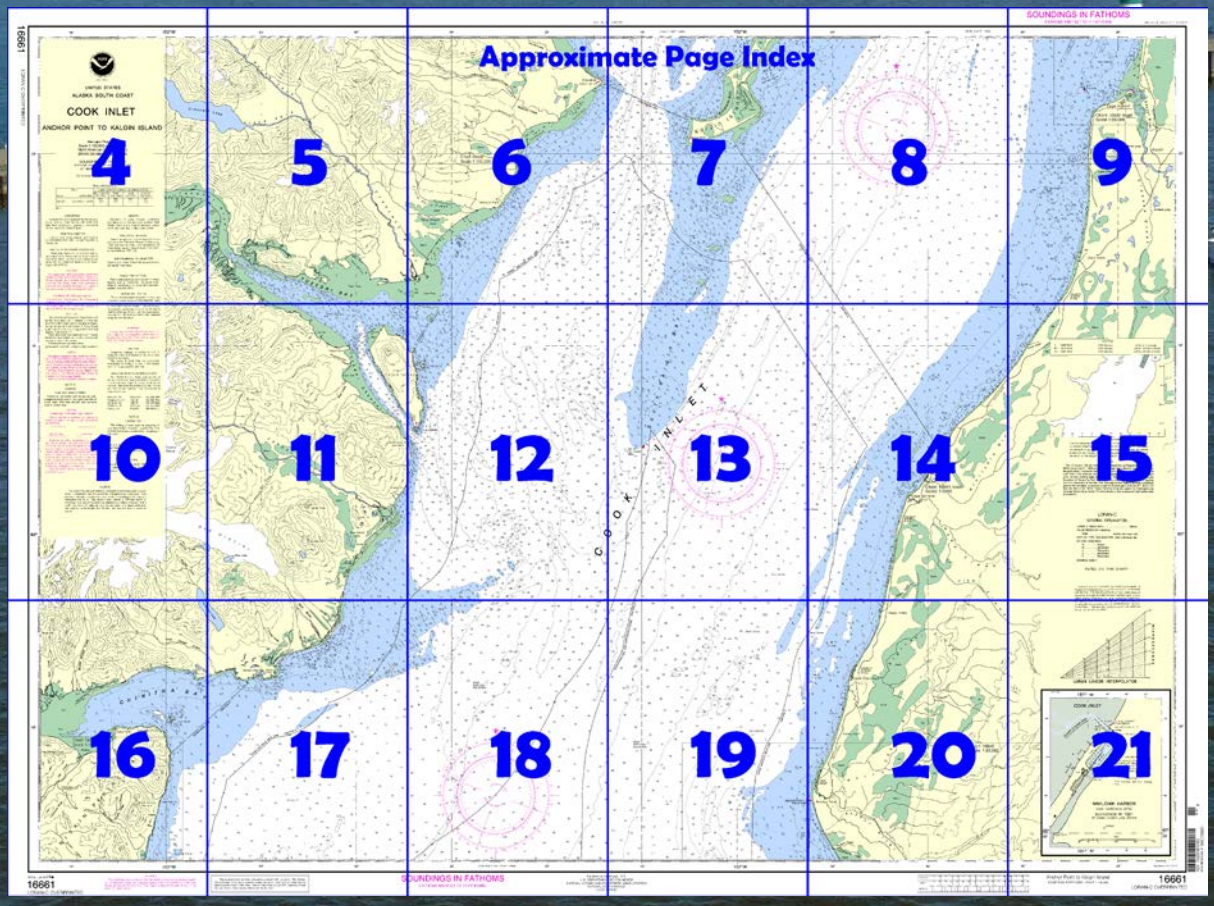
Cook Inlet – Anchor Point to Kalgin Island

NOAA Chart 16661

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

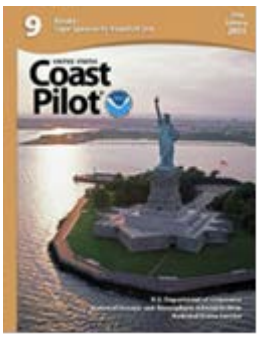
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16661.



(Selected Excerpts from Coast Pilot)
The main bluff line recedes about 0.4 mile from the shore at Anchor Point (59°46.3'N., 151°52.1'W.) and approaches the coast again about 1 mile to the N, then continues close to the shore up to Cape Starichkof.
Ninilchik Channel Entrance Light (60°03'17"N., 151°39'53"W.), 25 feet above the water, is shown from a tower with a red and white diamond-shaped daymark on the seaward end of the north jetty; the light marks the entrance to a small-boat basin inside the mouth of the Ninilchik River. The approach to Ninilchik is through scattered off-lying rocks to the entrance channel, which should be used only with local knowledge. The project depths in the entrance channel and basin are 8 feet and 2 feet above MLLW, respectively. The channel is narrow and difficult and, with local knowledge, can be used in daylight and during relatively calm weather at high tide.
Ninilchik Small-Boat Harbor, 400 feet above the mouth of the Ninilchik River, is 400 feet long by 120 feet wide and used for mooring commercial vessels and recreational craft. The boat basin has one floating pier, which is in place from early June to late September and has a capacity for approximately 32 vessels. No public supplies or repair services are available.
N of Cape Ninilchik the coast is very foul, characterized by immense boulders not marked by kelp. The boulders apparently rest on comparatively flat bottom, so that soundings give no indications of them. It is probable that many more exist than were found by the survey.
A shoal (**South Kalgin Bar**), in the center of the Inlet, extends 16 miles S from Kalgin Island and is marked at its S end by a seasonal lighted bell buoy. (See chart 16661.) There are spots bare at low water for nearly 8 miles from the island, and thence S the least depth found is 2 fathoms.
From Harriet Point to West Foreland, two shallow bights form **Redoubt Bay**. The shore in the bay is generally low and backed by patches of woods which appear continuous, and is subject to overflow at extreme high tides. It is fronted by a flat that extends off a greatest distance of 2.5 miles. The edge of the flat is generally steep-to and no boulders were seen on those parts lying in front of the marshy shore, but abandoned wellheads are on the tide flat. **Drift River** is shallow, rapid, and obstructed by rocks and snags. A good anchorage from all but NE weather for medium-sized vessels can be found 2 to 5 miles SW of Drift River Terminal in 3 to 5 fathoms, mud bottom.
Caution: Flood currents are reported to set vessels off the terminal while ebb currents set them on. From mid-November to early April, large pieces of ice have been reported to approach the platform during flood currents. The combination of currents and ice floes can cause a strain on mooring lines. Propulsion and machinery have special equipment and operating requirements, as do cargo operations, moorage, and vessel draft. See Winter Operating Guidelines, Cook Inlet, indexed as such, earlier this chapter and contact the COTP W Alaska in Anchorage for more information.
A prominent wooded butte (**Coach Butte**, see chart 16662) is 4 miles inland and 14 miles W of West Foreland.
A boulder-strewn shoal with depths of 7 fathoms or less extends N from the NE point of Kalgin Island to West Foreland. The outer boulders which are covered 8 to 11 feet, are 2.5 miles from the island. It is advisable to proceed with caution where the depths are no more than 30 feet greater than the draft. In 1996, shoaling to 1.5 fathoms was reported on this sand and gravel bottom at about 2 miles 030° to 060° from Kalgin Island Light Point.
Small vessels anchor off the middle of the N end of Kalgin Island, with good shelter from S gales drawing up the inlet. Fair holding ground is from the middle of the N shore W. Currents are as weak as will be found at any of the exposed anchorages. Caution must be observed, however, at low water when crossing the broken boulder-strewn area where depths of less than 5 fathoms make off from the N end of the island.
The highest parts of the offlying shoal between Kalgin Island and West Foreland uncover between 3 and 4 feet. The shoal has been shifting S and extends 5.5 to 10 miles from the N end of Kalgin Island. Although the shoal is rocky in places, no boulders show at lowest tides. There are boulders in places on the bottom between the shoal and West Foreland.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Table of Selected Chart Notes

Nanilchik Harbor

The entrance channel is 8 feet above MLLW; the project depth is 2 feet above MLLW in the boat basin. Consult the Corps of Engineers for controlling depths.

May 2008

CAUTION

Float anchored with eight mooring chains.

NOTE C

This entire foreshore as far north as Sea Otter Point is foul with rocks. New rocks are continually falling from the slopes.

NOTE D

CAUTION

Cook Inlet, Eastern Portion

Numerous uncharted and dangerous submerged boulders exist in the eastern portion of Cook Inlet. Mariners should use extreme caution in this area.

CAUTION

Oil exploration and production operations are being conducted in the waters of Cook Inlet. Drilling vessels and movable and permanent platforms are being used. Only permanent platforms are charted. Mariners are urged to exercise caution when transiting the area.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

HEIGHTS

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

For Symbols and Abbreviations see Chart No. 1

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.145" southward and 7.890" westward to agree with this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE E

Large and localized waves within this area are considered an extreme hazard to small craft navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

The buoys in Cook Inlet are seasonally maintained from May 1 to Nov. 1. For details see U.S. Coast Guard Light List.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙(Accurate location) o(Approximate location)

NOTE B

TUXEDNI BAY

The shifting of rocks and the possibility of uncharted rocks may exist in Tuxedni Bay. The mariner should use caution when navigating in this area.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Bede Mt, AK	WNG-528	162.450 MHz
Raspberry I, AK	KZZ-90	162.425 MHz
Ninilchik, AK	KZZ-97	162.550 MHz
Soldotna, AK	WWG-39	162.475 MHz
Homer, AK	WXJ-24	162.40 MHz

Mercator Projection
Scale 1:100,000 at Lat. 60°10′
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

The Cook Inlet area is affected by land uplift due to forces such as post-seismic crustal rebound. As a result, the tidal datums including mean lower low water, the plane of reference used for depth soundings, have changed throughout this region. Tidal datums were updated in 1999 and depths of 11½ fathoms or less on this chart were adjusted accordingly to account for this uplift. As the uplift rates can only be estimated and areas continue to rise, depths may be shoaler than charted. Mariners are urged to exercise caution.

NOTE X

The 12 nautical mile territorial sea was established by Presidential Proclamation 5928, December 27, 1988, and is also the outer limit of the U.S. contiguous zone for the application of domestic law. The 3 nautical mile line, previously identified as the outer limit of the territorial sea, is retained because the proclamation states that it does not alter existing State or Federal law. The 9 nautical mile natural resources boundary off Texas, the Gulf coast of Florida, and Puerto Rico, and the 3 nautical mile line elsewhere remain the inner boundary of the Federal fisheries jurisdiction and the limit of states' jurisdiction under the Submerged Lands Act (P.L. 83-31; 67 Stat. 29, March 22, 1953). These maritime limits are subject to modification, as represented on future charts. The lines shown on the most recent chart edition take precedence.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY 100kHz

PULSE REPETITION INTERVAL

9990 ..... 99,900 Microseconds

STATION TYPE DESIGNATORS (Not individual station letter designators).

M ..... Master
W ..... Secondary
X ..... Secondary
Y ..... Secondary
Z ..... Secondary

EXAMPLE 9990-Y

RATES ON THIS CHART

9990-Y 9990-Z

Loran-C correction tables published by the National Imagery and Mapping Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Ninilchik	(60°03'N/151°40'W)	19.1	18.4	1.7	-6.0

(601)

16661

LORAN-C OVERPRINTED

10′ 153°W 50′

20′

COAST SURVEY

UNITED STATES

ALASKA SOUTH COAST

COOK INLET

ANCHOR POINT TO KALGIN ISLAND

Mercator Projection
Scale 1:100,000 at Lat. 60°10′
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

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COLREGS, 80.1705 (see note A)

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SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

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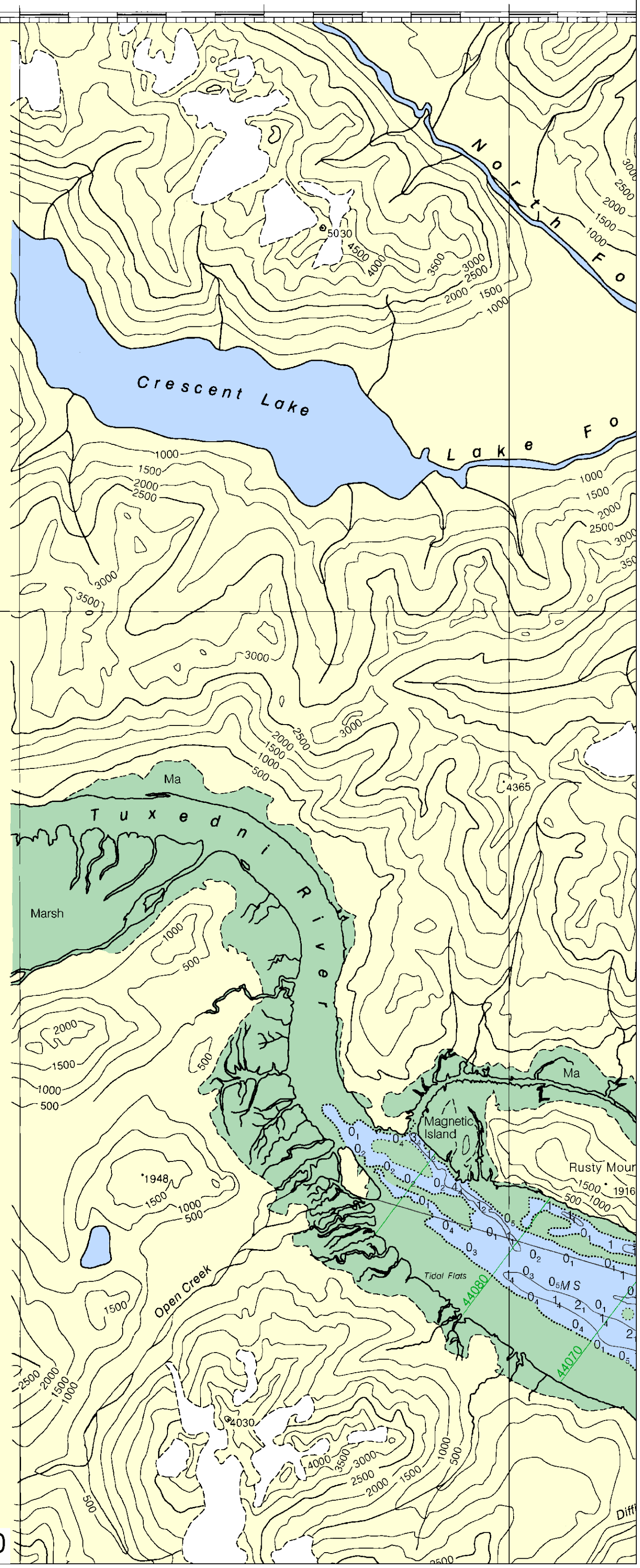


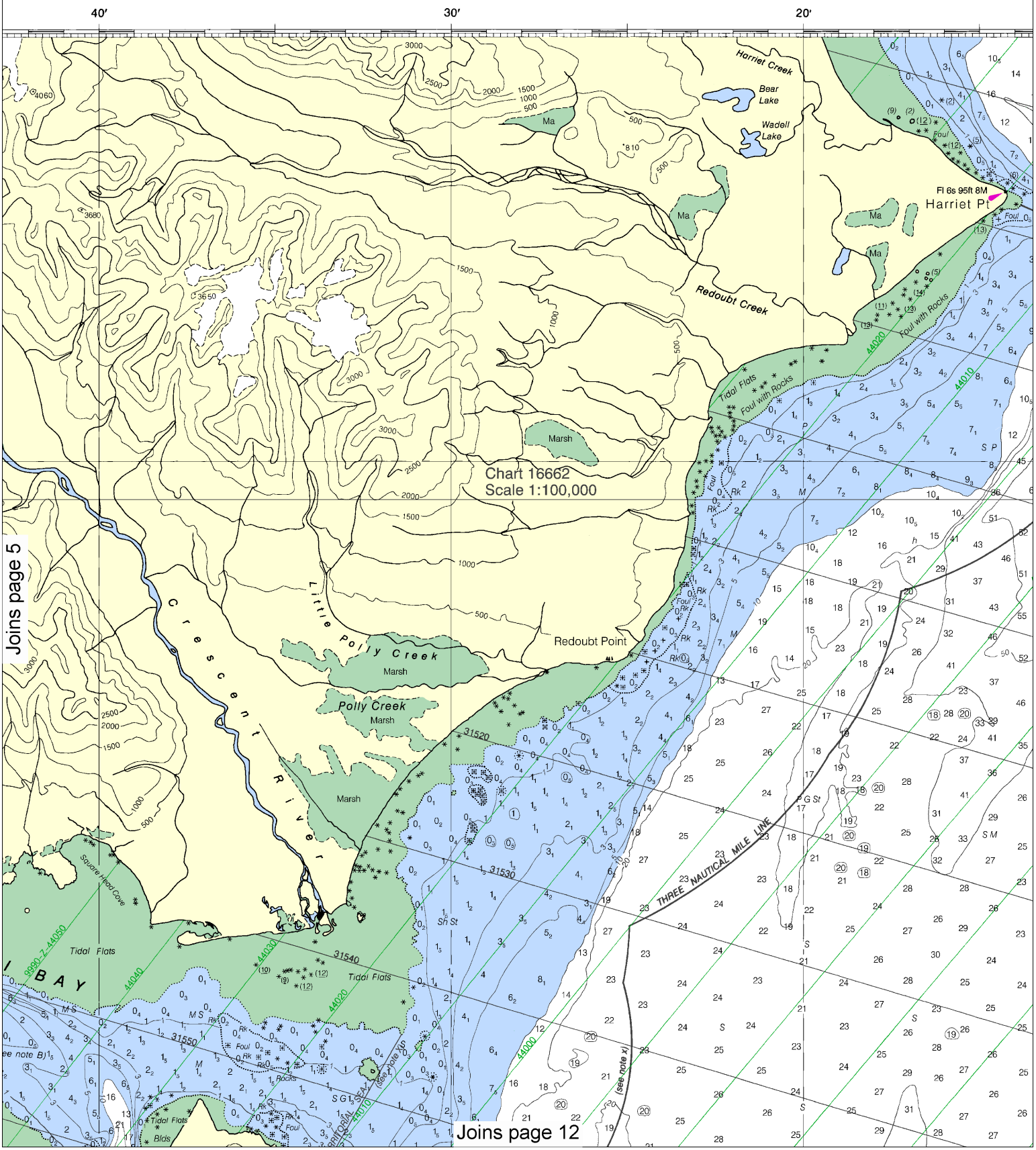
Joins page 10

Printed at reduced scale. SCALE 1:100,000 See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7 8 9
Yards
2000 0 2000 4000 6000 8000 10000 12000

Note: Chart grid lines are aligned with true north.

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:133333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



Note: Chart grid lines are aligned with true north.

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Nautical Miles

1 0 1 2 3 4 5 6 7 8 9

Yards

2000 0 2000 4000 6000 8000 10000 12000

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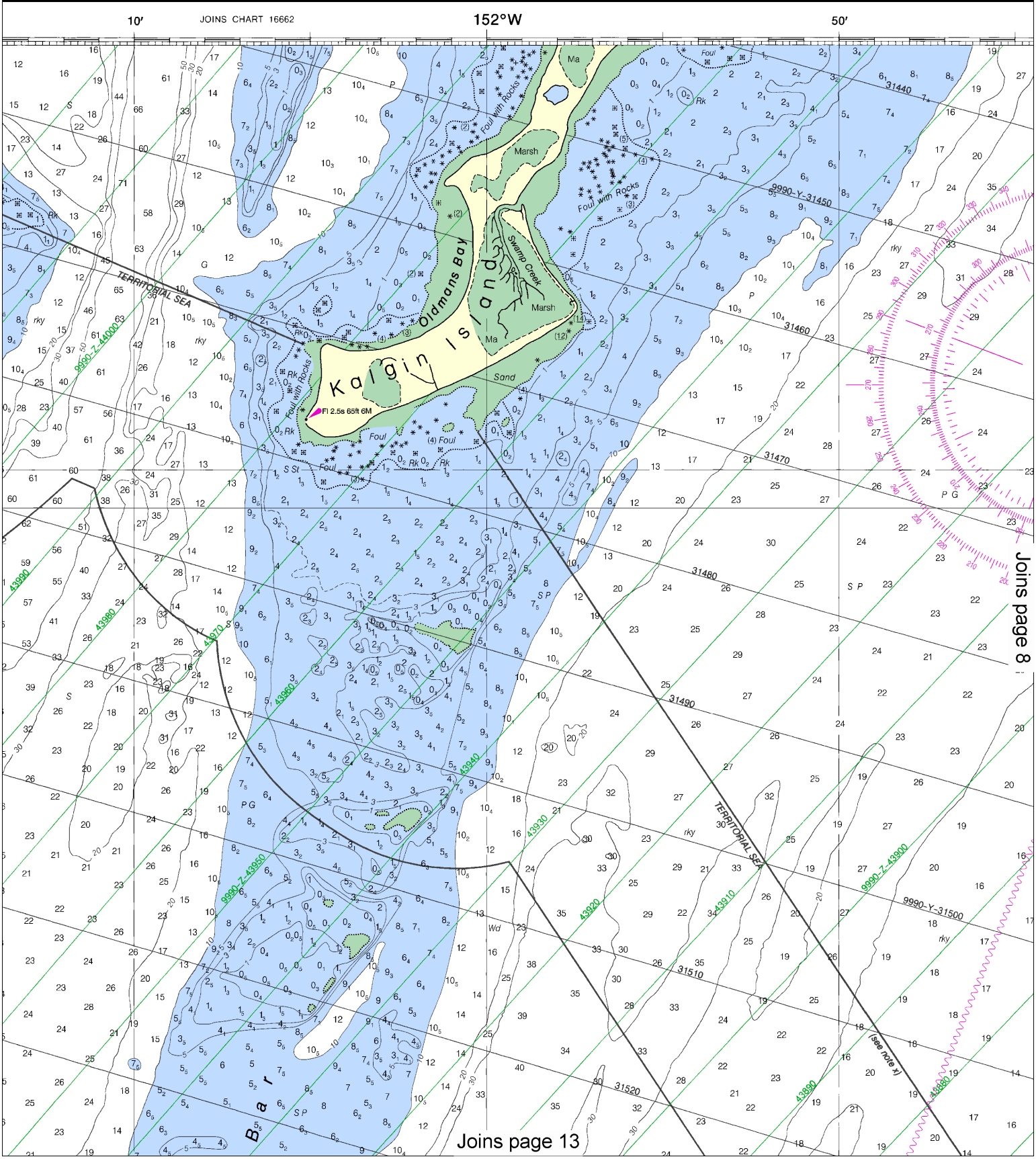
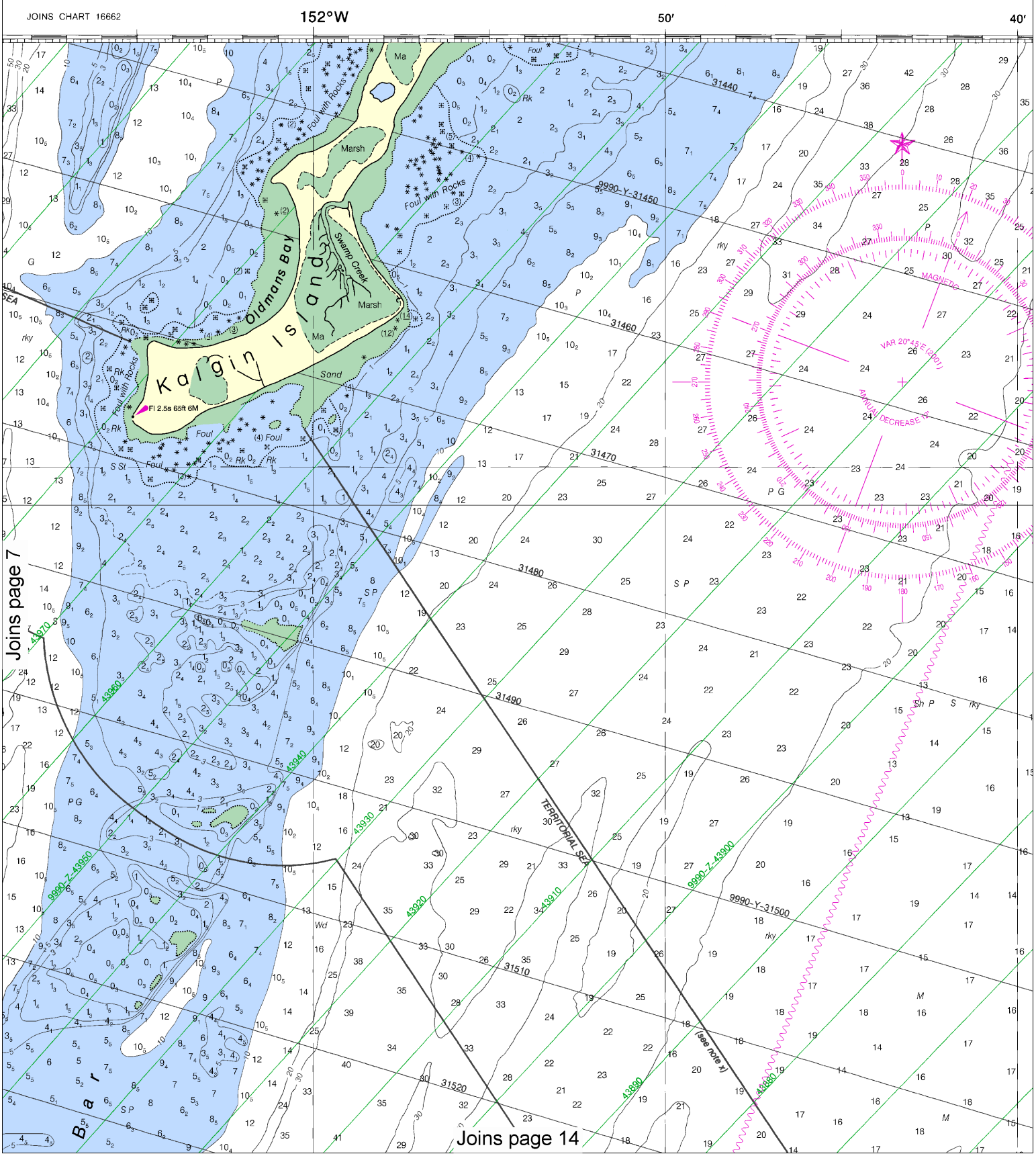


This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.



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Yards: 2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.

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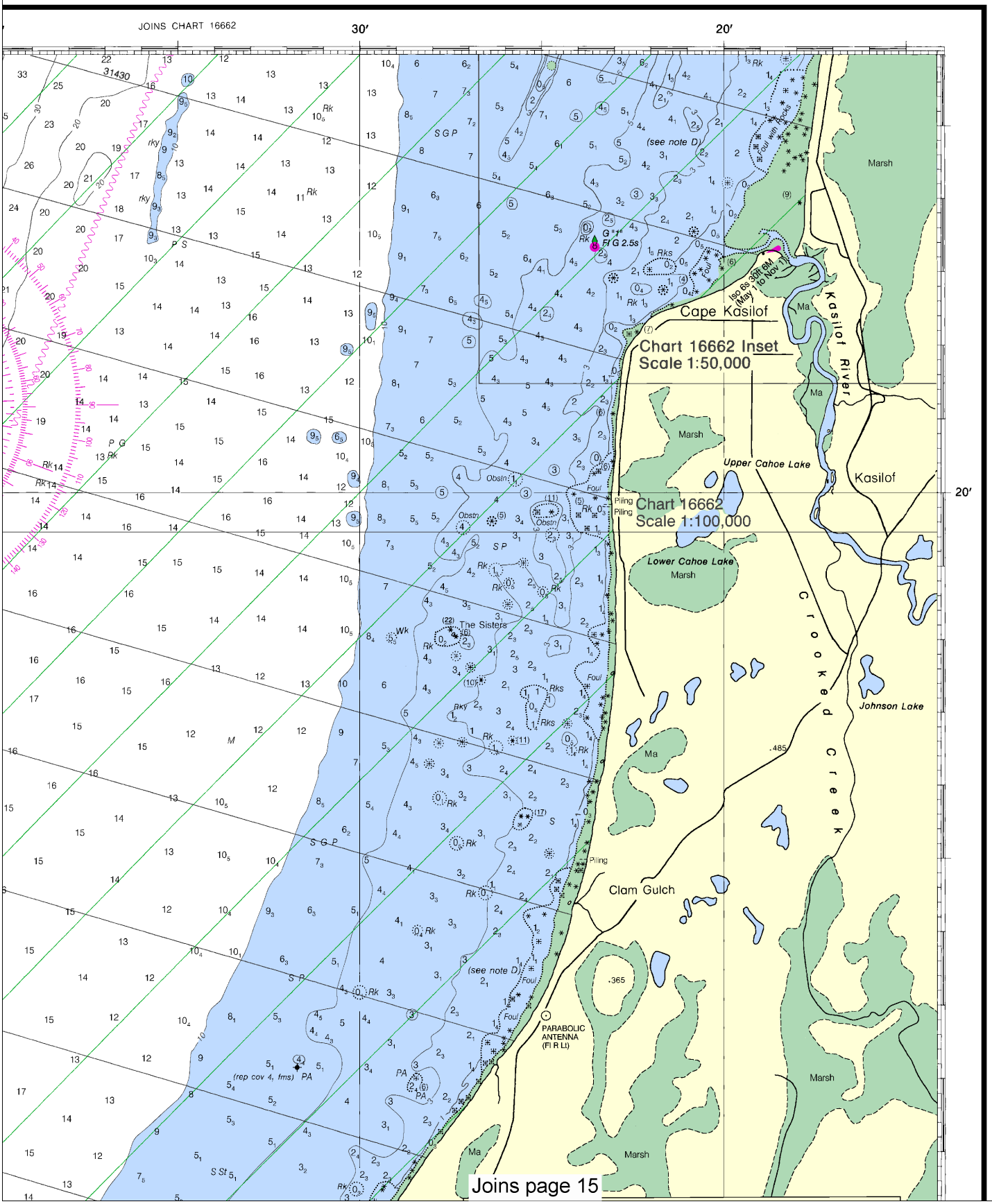
(FATHOMS AND FEET TO 11 FATHOMS)



Joins page 4

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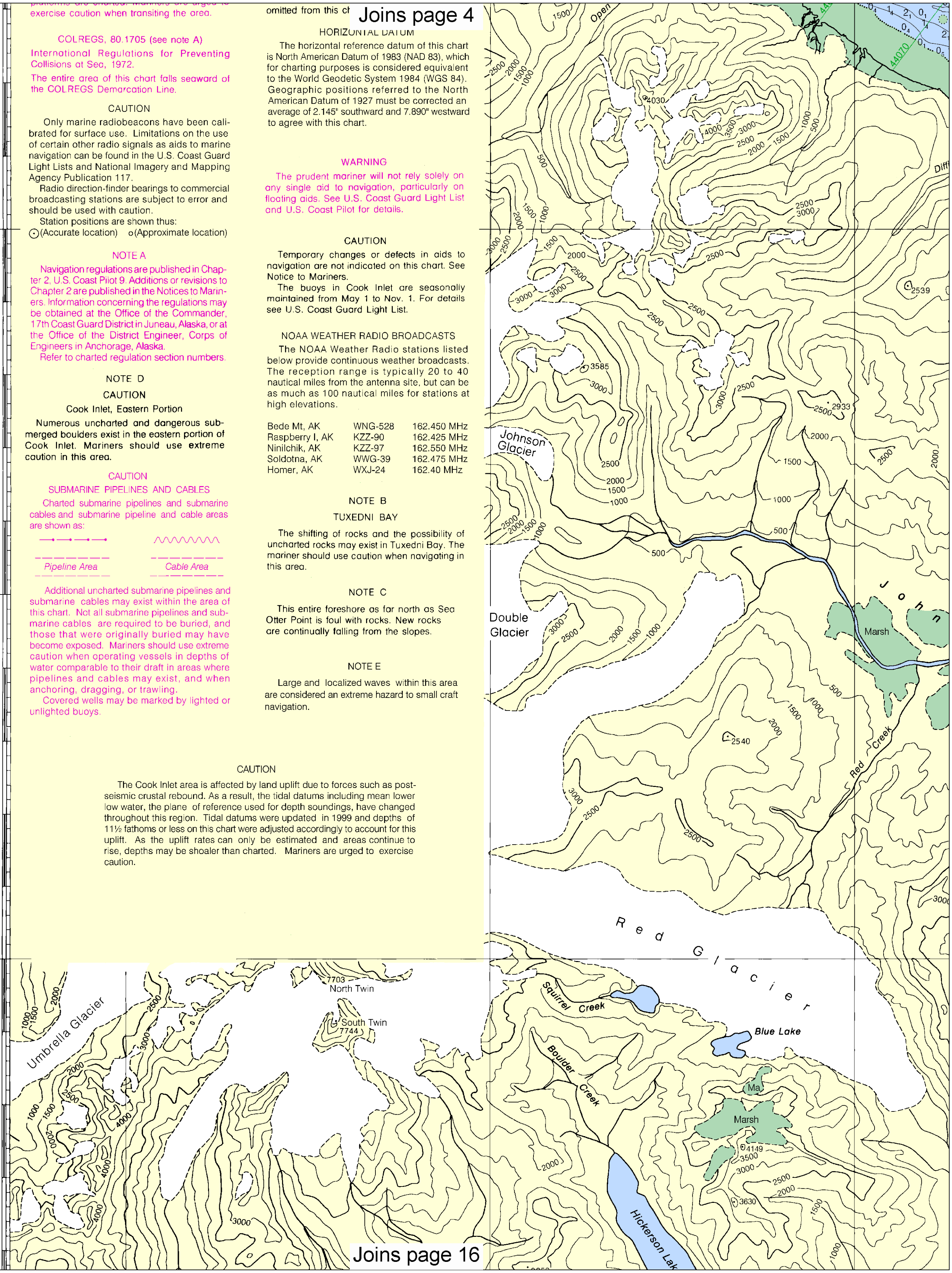


Joins page 16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000

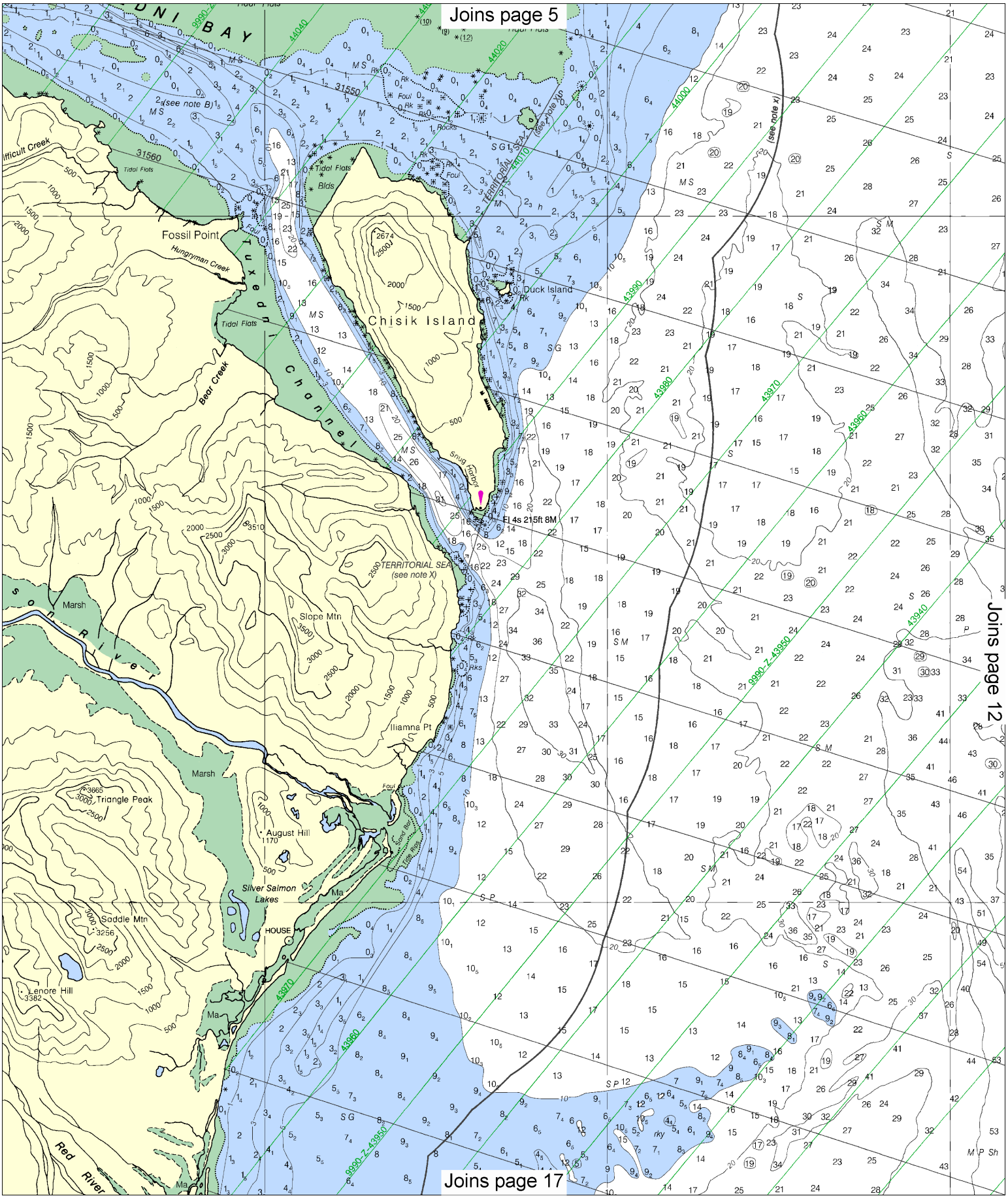
Nautical Miles

1 0 1 2 3 4 5 6 7 8 9

Yards

2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.


Joins page 5
Joins page 12
Joins page 17
Fossil Point
Hungryman Creek
Tuxedni Channel
Chisik Island
Duck Island
Bear Creek
Tidal Flats
Bldg
Snug Harbor
Fl 4s 21ft 8M
TERRITORIAL SEA
(see note X)
Slope Mtn
Marsh
Iliamna Pt
Triangle Peak
August Hill
Silver Salmon Lakes
Saddle Mtn
Lenore Hill
HOUSE
Red River
Son River
31560
31550
44040
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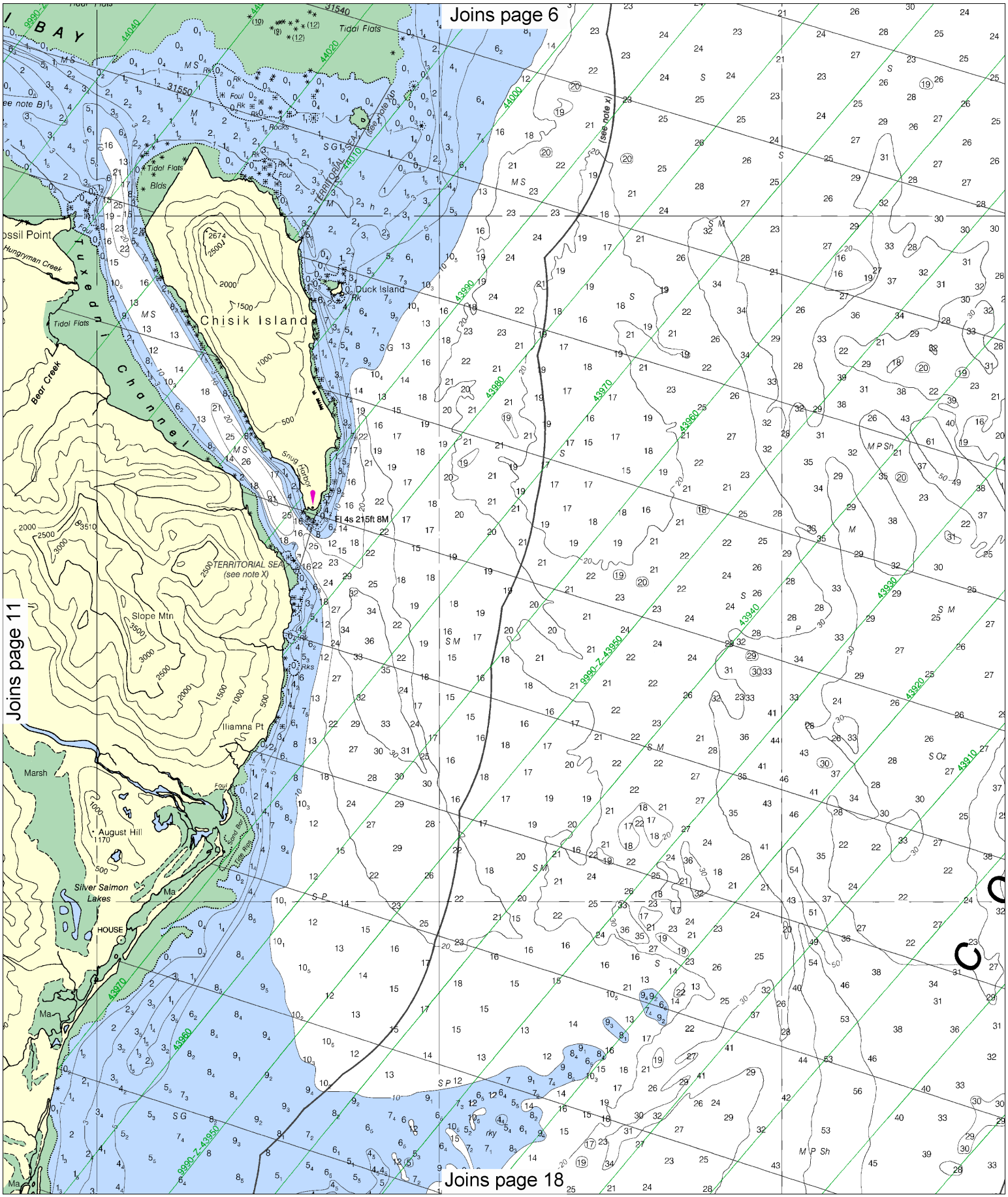
43940
9990-Z-43950



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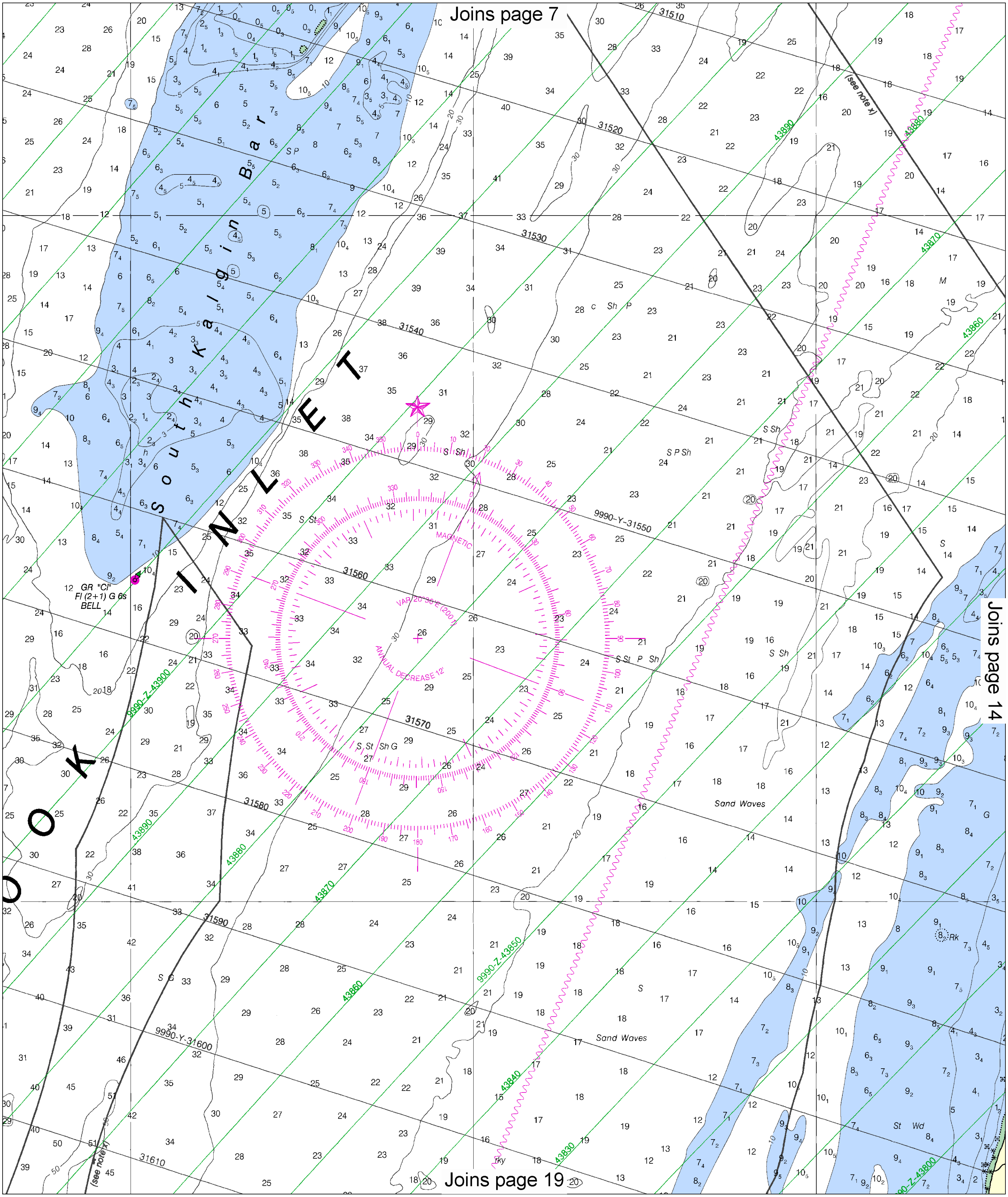
Nautical Miles

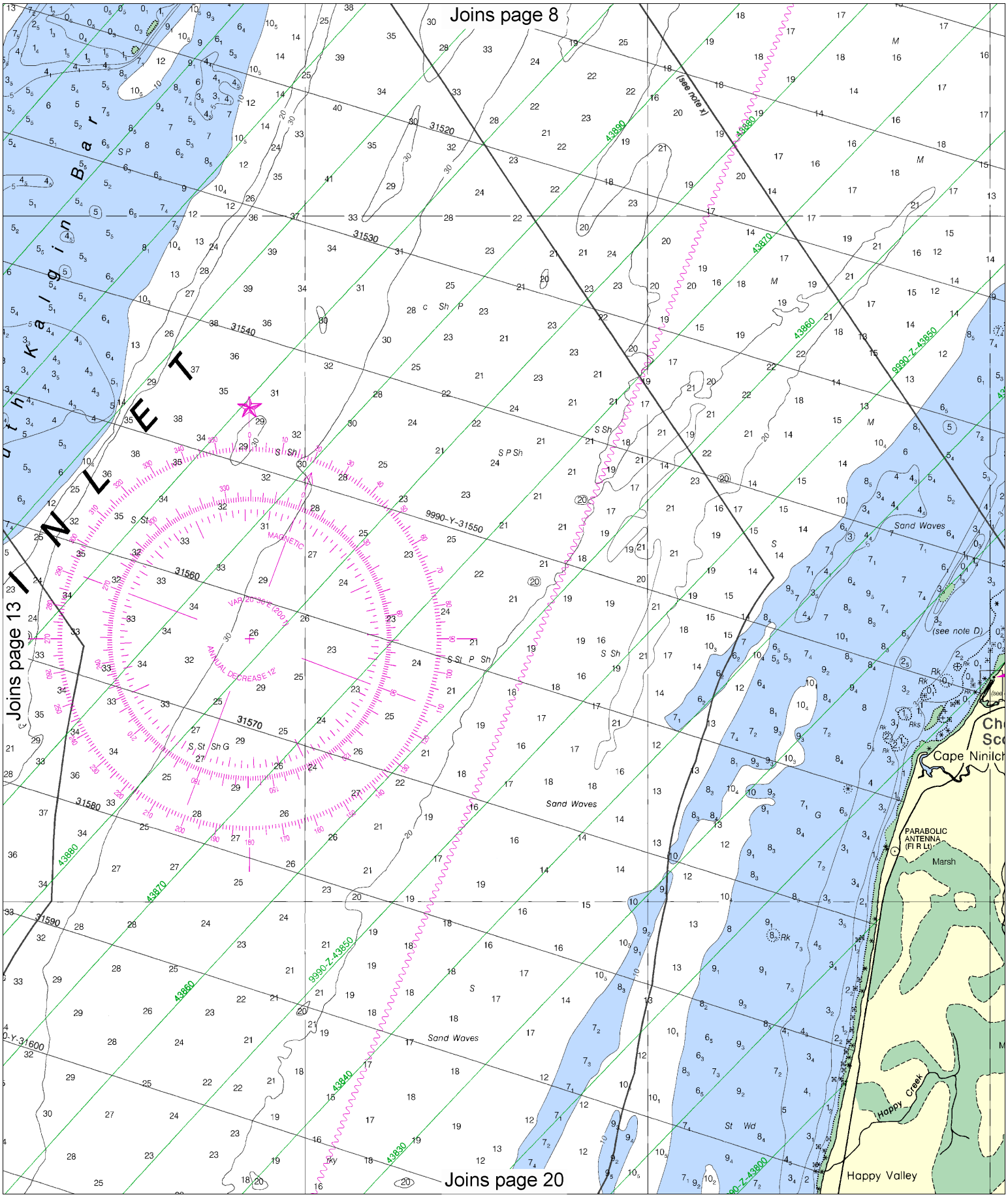
1 0 1 2 3 4 5 6 7 8 9

Yards

2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.


Joins page 7
Joins page 14
Joins page 19
South Kalgin Bar
COOK INLET
GR "CI"
Fl (2+1) G 6s
BELL
MAGNETIC
VAR 20°30'E (2001)
ANNUAL DECREASE 12'
Sand Waves
Sand Waves
(see note x)
(see note x)
9990-Y-31550
9990-Y-31600
9990-Z-43900
9990-Z-43850
9990-Z-43800



14

Note: Chart grid lines are aligned with true north.

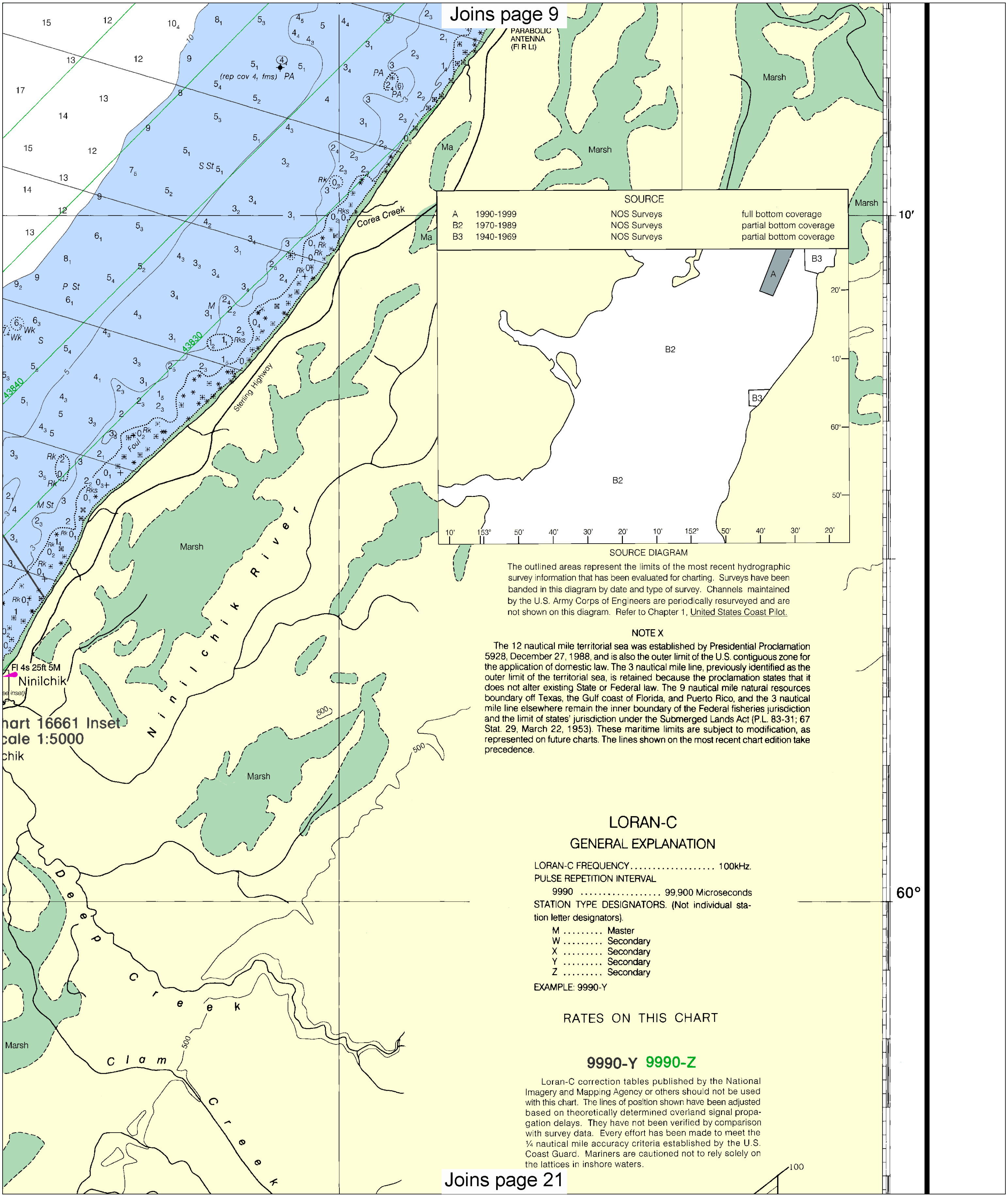
Printed at reduced scale. ~~SCALE 1:100,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7 8 9

Yards: 2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.

Joins page 9



SOURCE

A	1990-1999	NOS Surveys	full bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

NOTE X

The 12 nautical mile territorial sea was established by Presidential Proclamation 5928, December 27, 1988, and is also the outer limit of the U.S. contiguous zone for the application of domestic law. The 3 nautical mile line, previously identified as the outer limit of the territorial sea, is retained because the proclamation states that it does not alter existing State or Federal law. The 9 nautical mile natural resources boundary off Texas, the Gulf coast of Florida, and Puerto Rico, and the 3 nautical mile line elsewhere remain the inner boundary of the Federal fisheries jurisdiction and the limit of states' jurisdiction under the Submerged Lands Act (P.L. 83-31; 67 Stat. 29, March 22, 1953). These maritime limits are subject to modification, as represented on future charts. The lines shown on the most recent chart edition take precedence.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY .... 100kHz.

PULSE REPETITION INTERVAL

9990 .... 99,900 Microseconds

STATION TYPE DESIGNATORS. (Not individual station letter designators).

M .... Master
W .... Secondary
X .... Secondary
Y .... Secondary
Z .... Secondary

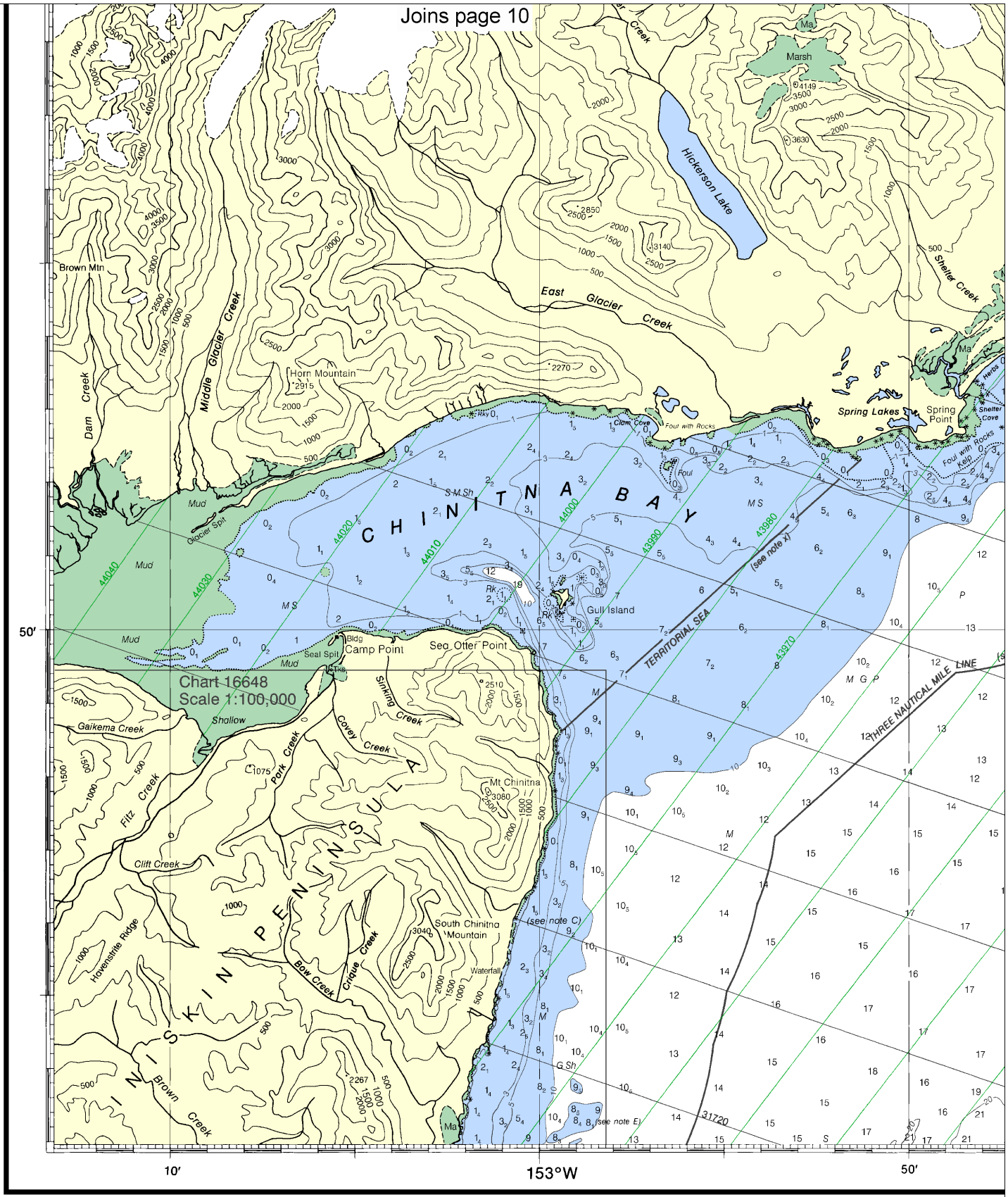
EXAMPLE: 9990-Y

RATES ON THIS CHART

9990-Y 9990-Z

Loran-C correction tables published by the National Imagery and Mapping Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

Joins page 21



6th Ed., July 28/01■

16661

LORAN-C OVERPRINTED

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

This nautical chart has been designed to promote safe naviga
Ocean Service encourages users to submit corrections, additions
improving this chart to the Chief, Marine Chart Division (N/CS2
Service, NOAA, Silver Spring, Maryland 20910-3282.

16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:100,000~~

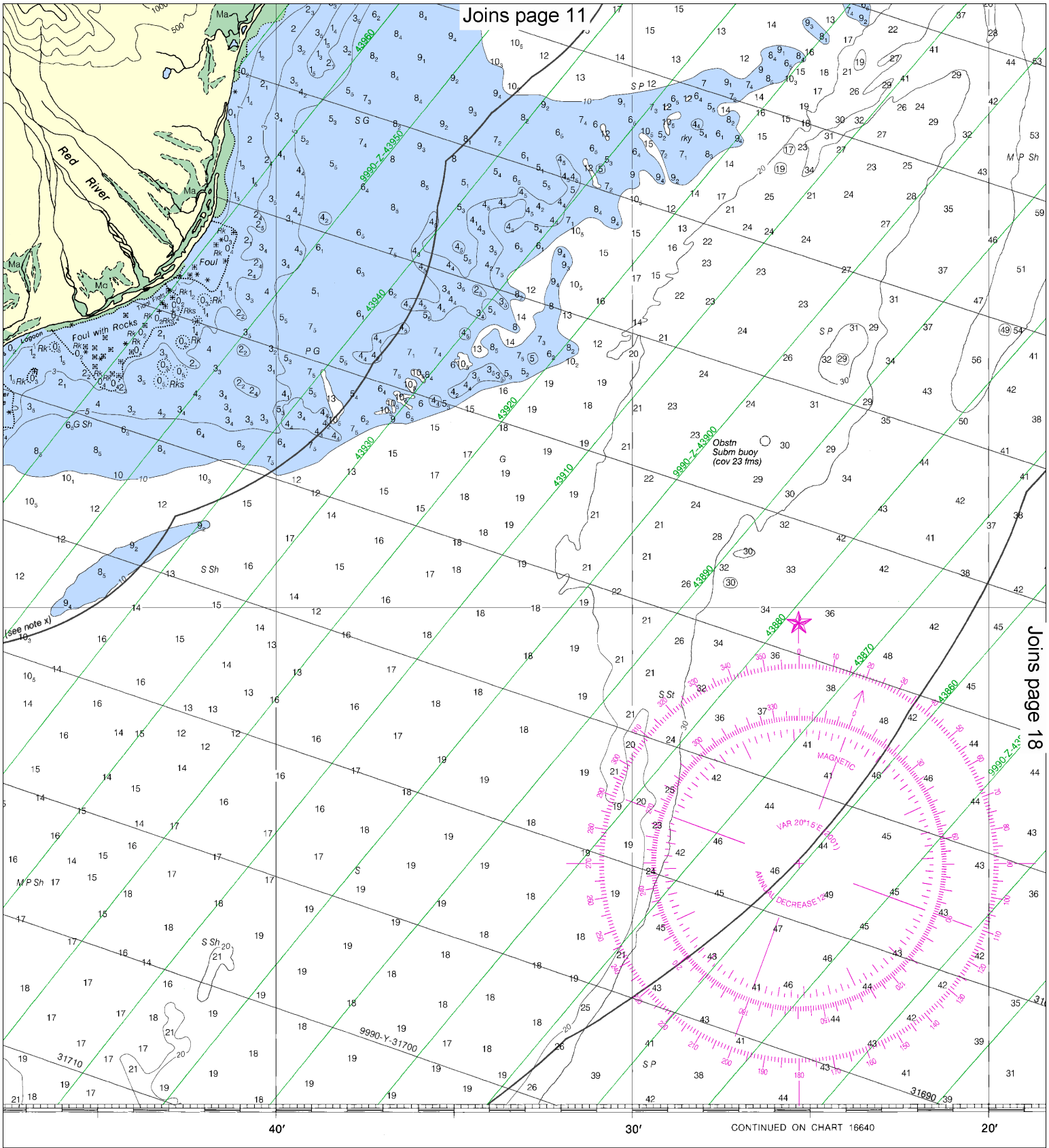
Nautical Miles

1 0 1 2 3 4 5 6 7 8 9

Yards

2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.



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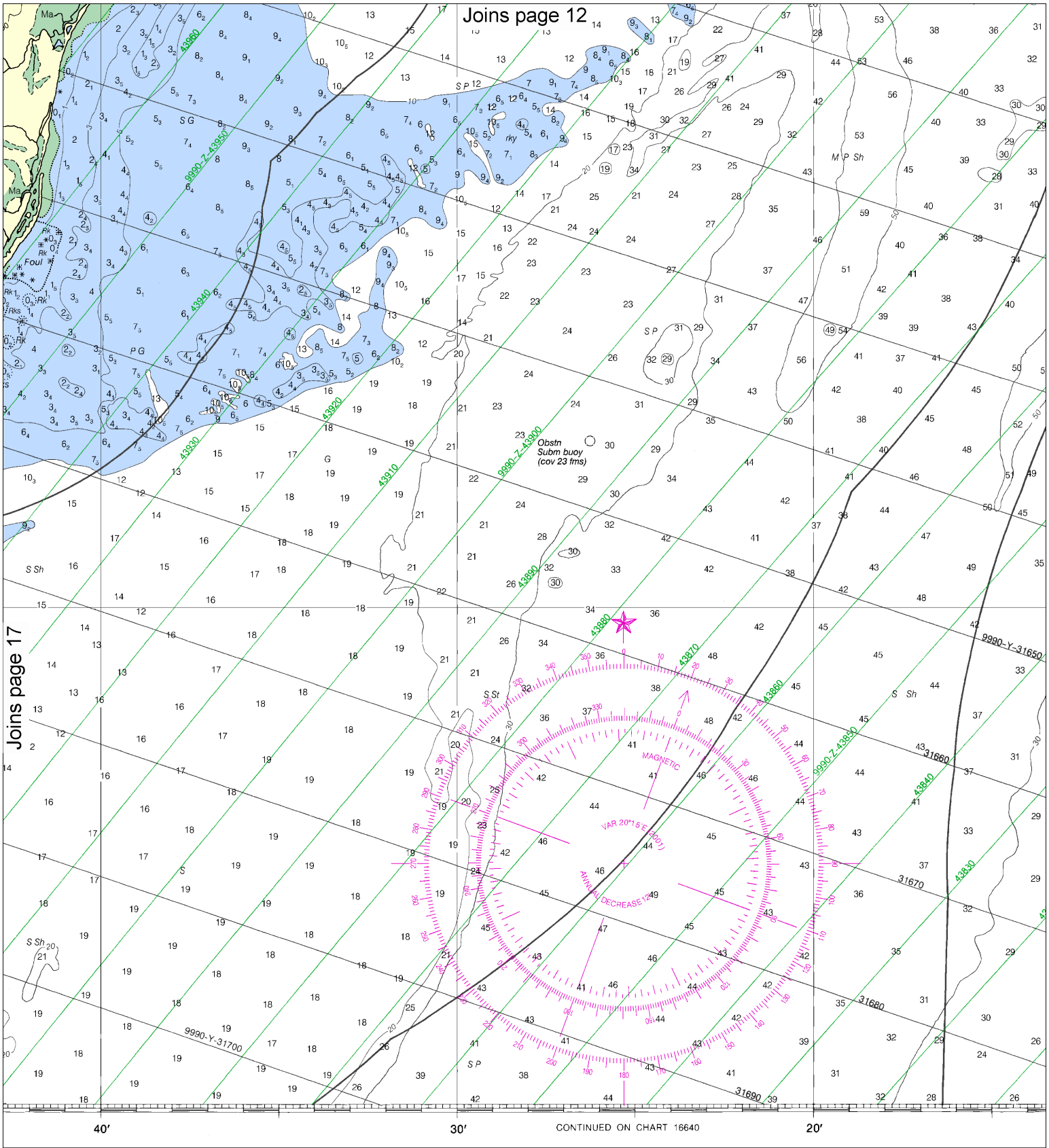
SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)



SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

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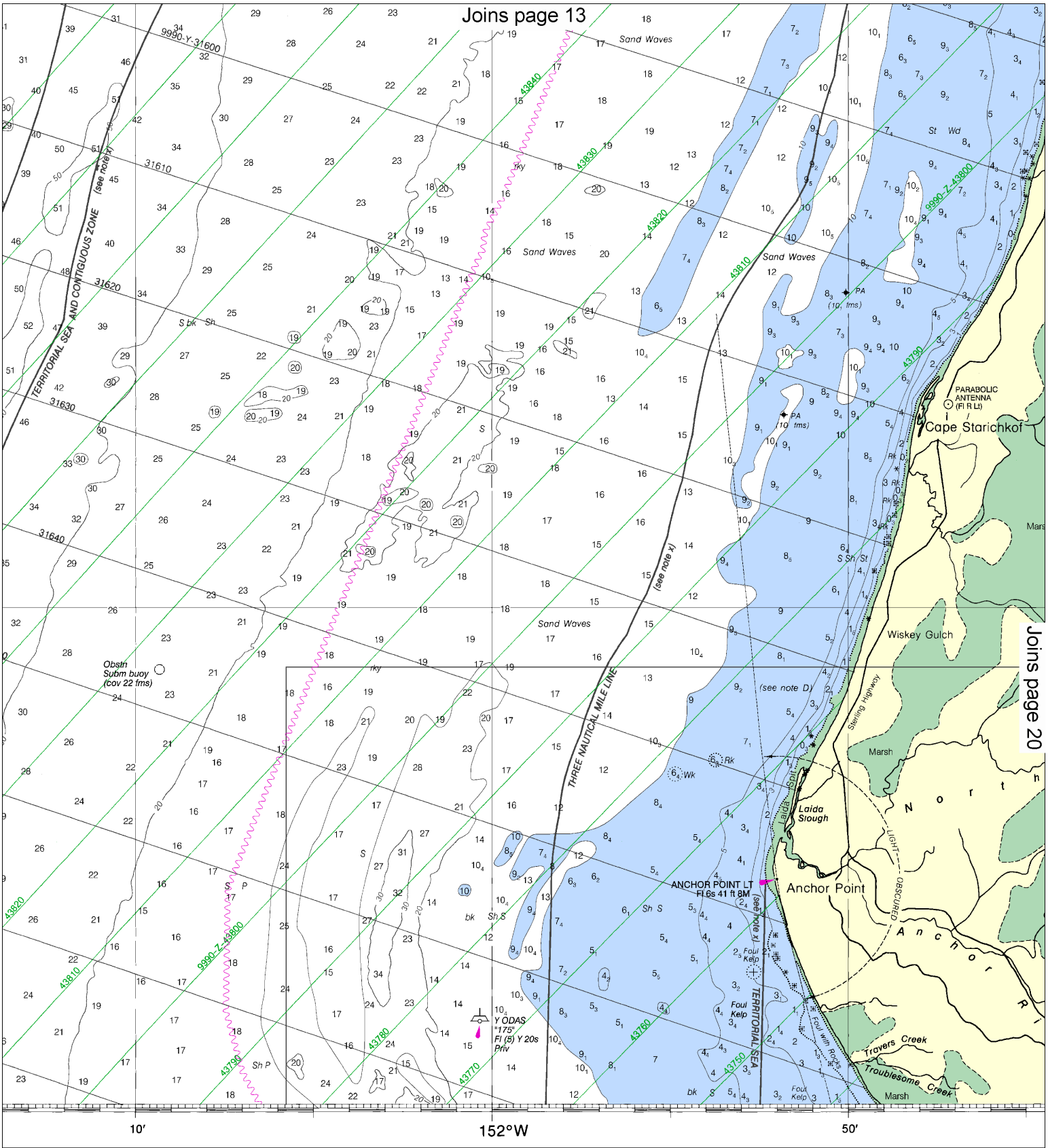
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:100,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7 8 9

Yards: 2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.



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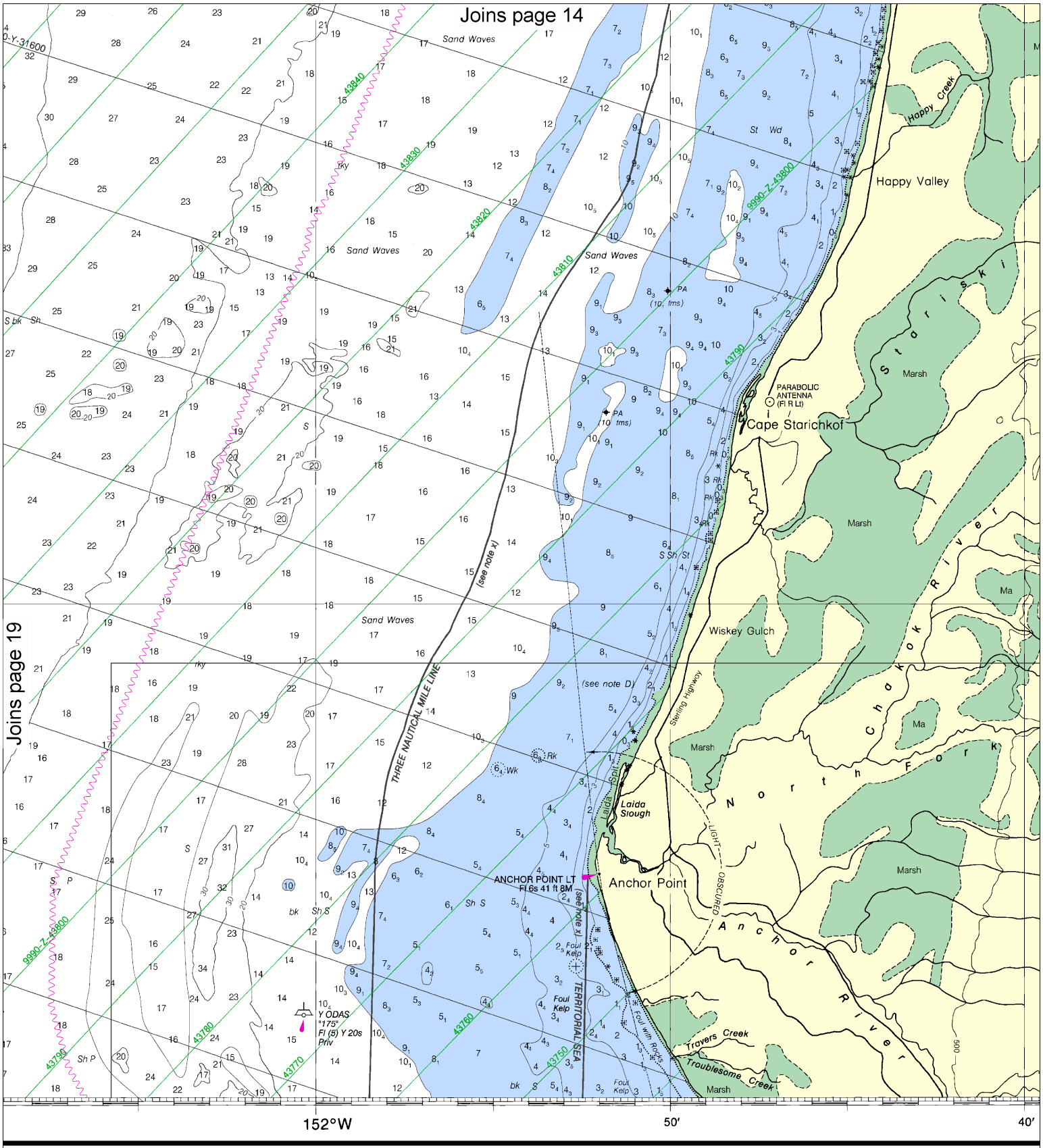


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:100,000~~

Nautical Miles

1 0 1 2 3 4 5 6 7 8 9

Yards

2000 0 2000 4000 6000 8000 10000 12000

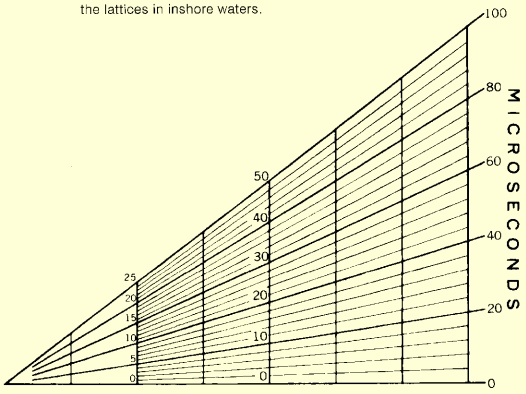
See Note on page 5.

Joins page 15

RATES ON THIS CHART

9990-Y 9990-Z

Loran-C correction tables published by the National Imagery and Mapping Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.



LORAN LINEAR INTERPOLATOR

Marsh

Clam Creek

Creek

Chart 16645
Scale 1:82,662

1369 Epperson Knob

KAPP 2852

151° 40′ 54′ 48′ 42′

COOK INLET

18′ 12′ 06′ 60° 03′

50′

Ninilchik Entrance Chan
(Use only with local knowledge)

NINILCHIK CHANNEL ENTRANCE
Fl 4s 25ft 5M

W Bn

Rock 9½ft above MLLW

W Bn

Rock Sill
9ft above MLLW

Rock 10ft above MLLW

Grains

Pipes

Float

Piles (see notes)

Submerged

Tank

Rock Sill

Ninilchik Harbor

The entrance channel is 8 feet above MLLW; the project depth is 2 feet above MLLW in the boat basin. Consult the Corps of Engineers for controlling depths.

May 2008

CAUTION

Float anchored with eight mooring chains.

NINILCHIK HARBOR

Scale 1:5,000 at Lat. 60°03′

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

CUPOLA

Rock Sill PA

Yards

100 50 0 100 200 300

151° 40′ 54′ 48′ 42′

30′ 20′

796.30mm x 1101.18mm

ED. NO. 6

NSN 7642014014490 NIMA REFERENCE NO. 16ACO16661

Anchor Point to Kalgin Island

SOUNDINGS IN FATHOMS - SCALE 1:100,000

16661

LORAN-C OVERPRINTED

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

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National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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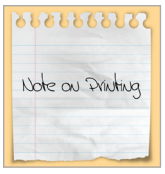

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NOAA's Office of Coast Survey The Nation's Chartmaker